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BRITISH SHIPBUILDING IN 1922.

SIGNS OF REVIVAL.

[BY ARCHIBALD HURD.]

Various estimates have recently been made of the progress of shipbuilding in this country during the year 1922, but we now have the quarterly return of Lloyd's Register, which, in association with the returns for the three preceding quarters, reveals the actual position. Whereas upwards of a million gross tons were launched within the twelve months, only just over 400,000 tons were commenced, leaving a very heavy deficit to be added to the adverse balance of 1921. Fortunately, as the following figures of ships commenced and launched in the four quarters indicate, the tide began to turn at the end of the year, and there is reason to hope that, under the influence of a lower standard of wages, the volume of work in the ensuing months will steadily increase. The figures for last year are as follows:

	Commenced.	Launched.
No. Tons. No. Tons.		
Jan.-Nov.	24 51,008	83 324,353
April-June	21 38,877	37 148,886
July-Sept.	35 89,428	73 307,232
Oct.-Dec.	79 231,187	61 260,588
Total	159 409,500	254 1,041,059

In spite of the more favourable record of last quarter, the outlook is still overcast, because most of the new work has been undertaken at prices which leave nothing for overhead charges, much less a profit on the enormous capital represented in the yards, buildings, and equipment of the various shipyards. Shipbuilders cannot go on indefinitely booking orders which, in the most favourable circumstances, will show no profit, and which may result in a loss. It is apparent that the cost of shipbuilding must be brought still lower before there can be anything like a healthy flow of orders. In some instances efforts have been made to adjust matters by using the cheaper steel plates and angles which can now be obtained from Belgium and Germany. This expedient may secure work in British shipyards, but it is obtained at the expense of the employees engaged in the steel works of this country. The development is a significant one. It shows the extent to which firms have been driven by the present scale of wages to manœuvre to obtain work. To what degree the cheapness of these foreign steel plates and angles is due to the depression of the market, I do not know, but no doubt these are tell-tale signs of the British worker. It would indeed be interesting to ascertain to what extent German and Belgian steel plates and angles are responsible for the improvement in the British shipbuilding industry which has lately occurred, and how far the underbidding of foreign steel manufacturers is robbing our own maker of the opportunity of finding employment for his men.

PROGRESS OF GERMAN SHIPBUILDING.

Throughout the world, with the sole exception of Germany, shipbuilding has suffered from a setback. The orders have been comparatively few, and work on vessels of 564,000 tons have been suspended from one cause and another; in this respect Great Britain and Ireland, with 346,000 tons, have suffered most severely, while abroad Italy has been the chief victim. The tonnage actually under construction throughout the world and its distribution is revealed in the appended table:

	Gross Tons.
Britain and Ireland	1,120,000
Abroad	1,169,000
Total	2,289,000

It will thus be seen that nearly one-half the ships now building are in hand in British and Irish yards. It is even more interesting to notice that Germany leads all foreign countries. No figures are available to indicate the number or size of the ships begun in Germany during the quarter which has just ended, but Lloyd's Register records that, though twenty-eight vessels of 85,487 tons were launched in the last three months of 1922, there are still under construction 100 ships of 418,081 tons. The presumption is that this is an under-estimate. In addition, the port of Danzig has in hand nine steamers of 47,794 tons. It is evident that Germany is rapidly replacing the tonnage which she lost in the war, for during the past year she not only put a large number of new ships into the water, but she bought a great number of ships of older construction in the open market, and especially in this country. At the end of June last she possessed 1,763,000 tons, and at the end of the present half-year she will probably have on the register about 2,000,000 tons—practically all of it modern, efficient, and cheap tonnage.

That Germany is not confining herself to the construction exclusively of medium-sized ships is indicated by Lloyd's Register. The ninety-five vessels, which she is building include seventy-three ranging in tonnage from 3,999 tons downwards, but the remainder comprise three ships of from 6,000 to 7,999 tons; twelve of about 8,000; greater tonnage each, four of from 10,000 to 14,999 tons; one of 15,000 to 19,999 tons; and two of upwards of 20,000 tons each, while Danzig, besides smaller craft, also has in hand a ship of maximum size. In fact, the only really big ships building abroad at this moment, apart from two in Italy, are the vessels in German and Danzig yards. The assumption that the Treaty of Versailles condemned Germany to extinction as a sea power is already being disproved by events. With the assistance of Government subsidies and the aid which flows from her low exchange, she is putting afloat at this moment a great many vessels at a tonnage price which has no parallel anywhere else. In operating them she has, moreover, the benefit of low wages, for her seamen, like her men ashore, are working for exceedingly small wages, and they are, moreover, working hard.

IMPORTANCE OF FOREIGN ORDER.

Reverting to the position in British and Irish yards, Lloyd's Register reminds us that we have under construction a considerable number of large steamships, motor ships. The following statement shows, apart from twelve small sailers in hand, the size of the steamers and motor-vessels now building in this country:

(Continued at foot of next column.)

LUXURY AFLOAT.
CONDITIONS OF MODERN TRAVEL BY SEA.

The tendency of the passenger lines, arising equally from policy and from competition, was, and is, rather to increase the facilities and amenities enjoyed by passengers than to raise passage rates, says a writer in "Passenger" and "Shipping Annual." But the movement from the rough simplicity of the 'sixties and 'seventies, through the plain comfort and solidity of fare of the 'eighties and 'nineties, towards the luxury and splendour in the ships of the twentieth century had reached, at the outbreak of war, in the Atlantic trade, where international competition was keenest—particularly competition between British shipowners and the Store-backed German lines—standard which is likely to survive as long as Europe continues year by year to attract in large numbers the richer citizens of the United States of America. This movement towards greater luxury afloat has been mildly reflected in the Eastern and South American trades and while generally speaking the basic first-class fares, plus war-percentage, have remained stationary, facts at the upper end of the scale have continued to express higher-values as special cabins and luxurious suites of rooms have been added to the equipment of passenger steamers. Such ships are frequently called floating hotels, but, unlike hotels ashore, they must be entirely replaced at intervals of fifteen or twenty years.

But the poorer first-class passenger can still travel at moderate rates, and with the general improvement in the public rooms of the large liners, which has occurred as a part of this movement towards greater luxury, he gets more for his money. This tendency towards luxury in ships is worth a moment's examination. It is not, in the opinion of the writer, to be deplored. If it reflects the passing of greater wealth into the hands of a greater number of individuals, it also indicates the willingness of these individuals to decentralise their wealth; and the provision of a generally higher standard of architecture, decoration, furniture, and accommodation in ships must involve the employment of a vastly greater number of skilled craftsmen in fitting-out yards.

This tendency towards elaboration is reflected in the ships which cater especially for passengers of humbler means, and aided by the universal demand for improved standards, has produced in the Australian and Atlantic trades a class of ships which in space, ventilation, and fittings are not generally inferior to the accommodations provided thirty or forty years ago in the first-class accommodation of the liners of that day.

No change is so eminently remarkable as has occurred during the past sixty years in the accommodation provided for emigrants—or migrants as they are now more conveniently called. It seems to-day a far cry to the time when, in space, ventilation, and sanitation many emigrant ships, especially in rough weather, reproduced conditions approaching those of the Black Hole.

This condition of things has passed away for ever and, in these days, the term "emigrant ship" has become meaningless, for third-class accommodation in first-class liners, and equally in those liners which cater for "one-class" passengers only, invariably transcends the standard laid down by Government regulations. To-day, the third-class passenger has his range of bath-rooms, his dining, smoking, and music saloons, and the open dormitory deck has been replaced by cabins for two, three, or more occupants, in which at least a certain measure of privacy is attainable. The extra cost of all this improvement has been met partly by an increase in the rates of passage-money, but to a much greater extent by improved administration at head-quarters.

GROSS TONNAGE OF SHIPS.

Gross Tonnage	Tons.	Steam.	Motor.
100 and under	500	39	4
500	1,000	38	0
1,000	2,000	48	2
2,000	3,000	7	1
3,000	4,000	11	1
4,000	5,000	15	6
5,000	6,000	33	4
6,000	8,000	41	5
8,000	10,000	19	2
10,000	12,000	8	0
12,000	15,000	11	1
15,000	20,000	7	0
20,000	25,000	1	0
25,000	30,000	0	0
30,000	40,000	0	0
40,000 tons and above			
Total	277	28	

All these vessels are not, however, being built for this country, a consideration which is often ignored. About 300,000 tons of shipping is being completed for foreigners and the British Dominions. The amount of foreign tonnage, however, is steadily falling, while, on the other hand, everyone concerned with the industry realises that it will never be possible to find anything like full employment for the large number of men connected with shipbuilding until British firms are able to compete successfully for foreign orders. Great as is the British mercantile marine, it can never hope to maintain all the yards of this country in full work, and shipbuilding firms are compelled to look abroad for orders. It is all very well for some Labour leaders to suggest that if the British working man holds out for high wages the shipowners of this country will sooner or later be forced to come forward with orders. Shipbuilding, like ship-operating, is an international industry, and in the long run work will go where it can be done most efficiently and most cheaply. There are fortunately no craftsmen in the world to equal those to be found in British and Irish yards.

THE SANDS OF THE DESERT.
IS DESICCATION GRADUALLY SPREADING?

A recent message from Cairo stated that preliminary steps are to be taken in examination of the sources of the water on which the life of Egypt depends. The Under-Secretary for Public Works engineers and geologists are to go up the Nile to the Great Lakes, studying the hydrographical conditions. On reaching Entebbe they hope to enlist the sympathy of Uganda towards framing a scheme of observation and study which may take years to complete.

Commenting on the subject *The Times* writes:—For a number of years, the summer supply of water for irrigation has been insufficient; last year it was impossible to grow rice and there is little prospect of anything better in 1923. The great barrage at Aswan, it is true, holds up a vast bulk of flood water against the dry season. But although M. Pierre Loti, in a temporary phase of Anglo-phobia, reproached it for having clouded the skies of Egypt as well as submerging the Temple of Philae it has been at the most a mitigation of water shortage.

THE NORTHERN DESERT BELT.

Temporary variations in the level of the water in the Great African Lakes occur, and within recent years from Nyasa to Lake Albert, the level on the whole has been falling. But there is much evidence that such changes have happened often at relatively short intervals and have no great significance. There is no evidence as to the rainfall in the tropics becoming less; over the high mountains and steaming plains of the equatorial belt the heavens still pour down sudden and violent torrents of rain, nightly the dew wet the ground and the rainy seasons come and go at their appointed times. But about the Tropics of Cancer in the Northern Hemisphere and of Capricorn in the Southern, two great belts of desert encircle the globe. The northern belt includes the Sahara, the Sudan from the Bayuda stepped towards Lower Egypt, Arabia, Syria, Mesopotamia, Persia, Baluchistan, Bikaner, and the Gobi Desert. In the New World it is represented by New Mexico, Arizona and South California.

The desert belts are regions almost without rainfall and with intense evaporation. Even a great river, threading its way through the arid zone, loses immense quantities of water by evaporation along its course. Where, as in the case of the Nile, the course is tortuous, the banks for the most part low, and the soil porous, a still larger proportion of the water is lost by seepage into the hungry adjoining sands. Works on a very much larger scale than any yet proposed would probably be required to bring the abundant waters of Central Africa down to Egypt in sufficient quantities. A passage through the Sudan would have to be kept open to bring down the water, and a great part of the bed and banks of the Nile transformed into a water-proofed canal through the desert regions.

GROWTH OF THE DESERTS.

Whatever be the cause, there seems to be a secular expansion of the desert belt, at least in the Northern Hemisphere. The rocky gorges of the Nile catenae bear testimony to the passage of water on a scale much larger than any at present. The Sahara is scarred and seamed with old watercourses and the dry beds of lakes, and there is similar evidence from Arizona, New Mexico, and Asia.

Colonel H. de H. Haig, in the current number of *Discovery*, reminds us that the deserts were the centres of past empires. The great nations of antiquity—Assyria, Babylonia, Persia, Phœnicia, the Hittites, Egypt and Carthage, the Aztecs and Incas—all flourished in lands now without sufficient rainfall, but which, with abundant water supply, would easily produce two crops annually.

The old caravan road from Tripoli to Lake Chad now passes through a waterless desert, but all along its length shows the remains of Roman stone buildings, wells, walls, and paved roads. In Roman days North Africa was a vast granary, with numerous and wealthy cities, and an old Arab saying relates that it was once possible to walk from Mecca to Morocco in the shade. Mesopotamia was once the most fertile region on the earth, and its possession gave power and wealth to many great kings. Persia, now largely in the driest region, achieved wealth and civilisation thousands of years ago and was a conquering power at the dawn of Greek history. Even Hadin and Sir Aurel Stein have reported the presence of extensive ruins, temples, shrines, and mummies in the Gobi deserts of Central Asia, in regions that are now waterless. It seems a fair inference that the homes of old civilisations, so many and so great, could not then have been in their present desert condition.

Colonel Haig advances the theory that the world is actually drying up, more and more quantities of water being locked up in the depths of the earth as vegetation turned into minerals or by direct chemical combination. It is not possible to sink a deep shaft for a mine without encountering water, and he doubts if the bulk of such buried water is ever brought into active circulation again. This conclusion, however, is not inevitable. Even the deepest mine or boring penetrates only a small part of the total depth of the sedimentary rocks. The slow changes which elevate or depress the edges of continents, raise mountain chains and sink rift valleys, probably strike far deeper than the subterranean stores of water. The surface of the wide oceans gives an almost limitless field for evaporation. It is more probable that the present phase of growth of the northern desert band is only the slow swing of long-period pendulum.

According to the provisional vital statistics for 1922 issued by the Registrar-General the birth-rate for England and Wales is the lowest recorded, except during the war years 1918-1919. The death-rate, however, is higher than in 1921.

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BOOKKEEPING LAW IN THE PHILIPPINES.

THREE CHINESE MERCHANTS PROSECUTED.

The Manila Times of the 7th inst. says:

The first criminal complaint filed for

violation of the provisions of Act 2973

of the Philippine legislature commonly

known as the bookkeeping law, was filed

by the city fiscal's office with the Court of

First Instance this morning against two

prominent Chinese merchants in the city,

Chan Hang Chiu and Chan Bong Chong.

Another complaint, of exactly similar

nature, was filed this afternoon against

Yu Cong Eng, a Chinese with business

establishment at 606, Calle Juan Luna.

The complaint against Chan Hang

Chiu and Chan Bong Chong alleges that

during the time between January 1st and

March 3rd, 1933, the two accused were

associated in business in the city, with

a business establishment at 239, Calle

Nueva, Binondo, and that conspiring and

helping each other mutually, they

voluntarily, illegally and criminally kept

their books on the business only in

Chinese instead of keeping them in Eng-
 lish, Spanish or any local dialect. This

method of keeping the books employed

by the accused, the complaint further

charged, made it impossible for Govern-

ment agents to examine and revise the

books, thus placing an obstacle in the

method of determining how much the

accused should pay in the way of taxes.

Assistant Fiscal Felix swore both

complaints before Judge Concepcion of

the Court of First Instance and recom-

mended P2,000 bail for the temporary

liberty of each. Chan Bong Chong and

Chan Hang Chiu immediately filed bonds

this morning. Upon interviewing counsel

for the accused, a Times man was in-

formed that the following questions would

be raised and given as grounds against

the validity of the law:

"At least four questions will be raised

in this case which all go to the invalidity

of the act of the Legislature," he stated.

"Under the laws of the Philippine

Islands a bill or act has two parts, the

title and the body of the law. In this

case the title of the act is as follows:

"An act to provide in what language

account books shall be kept, and to

establish penalties for its violation."

"The act consists of only two sections.

It is necessary to quote the first section to

show the first three questions involved.

"Section 1. It shall be unlawful for

any person, company, partnership or

corporation engaged in commerce, in-

dustrial, or any other activity for the

purpose of profit in the Philippine

Islands, in accordance with existing

law, to keep its account books in any

language other than English, Spanish or

any local dialect."

"It will be observed that the title of

the bill states that the act provides in

what language account books shall be

kept. If the title speaks the truth, it

must appear from the act in what lan-

guage books of accounts shall be kept. The

act, however, does not provide in what

language books of accounts shall be kept.

It only provides that the books shall be

kept in no other language than English,

Spanish or an unascertained, uncertain-

able and unmentioned number of local

dialects. It seems that that is not pro-

viding in what language the books shall

be kept; that clearly provides only that

books shall be kept in either English or

Spanish, or in certain dialects which are

neither mentioned nor whose number is

determined, or legally ascertainable.

"The Jones Law has the following

paragraph:

"That no bill which may be enacted

into law shall embrace more than one

FINANCE AND COMMERCE IN 1922

The past year in Great Britain (says

The Times) was one of gradual recovery

from the profound industrial depression

of 1921, and the period following the

"boom" that came after the War. That

full recovery has not taken place as yet

is within the knowledge of the most

casual observer of economic events; it

is, indeed, proved by the fact that there

are still 1,500,000 persons without employ-

ment in the country. But it is possible

to take comfort from the knowledge that

there has been a general trade improve-

ment, that many industries, owing to the

sacrifices of masters and men alike, are

at last placed once more on an economic

basis, and that, thanks to the unparallel-

led exertions of the British taxpayer the

pound, as Dr. Walter Leaf shows in an

informing article, is "looking the dollar

in the eye." Last year exports were

nearly £14,000,000 greater in value than

those of the year before, while imports

fell by £81,500,000, and the reduction in

the apparent adverse trade balance was

£95,500,000. Production in the coal trade

was restored nearly to the figure which

prevailed before the war, and the out-

put, owing to the reduction of the cost

of production, is promising. The output

of iron also was nearly doubled last year,

as compared with that of 1921, and it

is clear that prospects in the iron, steel,

and engineering industries have greatly

improved. The rise in the value of the

pound, as Dr. Leaf shows, is one of the

brightest spots on the financial horizon.

The depression in sterling, which at one

time amounted to nearly forty per cent.,

is to-day only about five per cent. London

has been restored to its position as the

world's money market, and the weight of

the dollar debt to the United States,

measured in sterling, has fallen from

£1,382,000,000, the figure at which it stood

when the pound was at its lowest point,

to about £250,000,000. The article in this

Review on the United States discloses a

remarkable recovery, which is illustrated

by the extraordinary building "boom" of

last year, and by the fact that unem-

ployment there has virtually disappeared.

The British Colonies and Colonies

showed, on the whole, improving trade

and good harvests. The experience of

Europe has differed from State to State.

Generally speaking, the countries which

possess greatly impaired currencies have

experienced good trade and little unem-

ployment, but it must be remembered

that these benefits have been secured at

the expense of the rentier class and of

national finance. On the other hand,

the countries with relatively stable cur-

rencies have had, on the whole, an un-

satisfactory year of trade, but have as-

signed to a sounder financial position.

While the depreciation of German cur-

rency was phenomenal and progressive,

Austrian currency in the last few months

has been stabilized by the putting into

operation of a plan of the League of Nations.

The outlook on the Continent, it must be

admitted, is dark, and it must remain so

until sound currencies are restored and

Budgets are balanced.

"The third objection is on the following

ground. It is not the question in this

case whether the local Legislature of the

Philippine Islands can compel merchants

to keep books in a certain language; the

contention is that it at least cannot

compel them to abstain from also keeping

books in another language. This seems

to be the real purpose of the act. For

that reason the prohibition of the law is

put in the negative form. It prohibits

books to be kept in any other language

than etc. There are many Chinese mer-

CHINA AND THE GOLD FRANC.

GOVERNMENT EXPLAINS ITS POSITION.

The following explanation has been

issued regarding the position of the

Government in connection with the ques-

tion about the payment of the French

portion of the Boxer Indemnity in gold

francs:

"Hitherto the payment of the French

portion of the Boxer Indemnity was made

by exchanging the Kwangtung tael into

francs. The franc was then the only

currency in France and there was no

such distinction as the gold and the paper

franc. Since the European war, there

was a drop in the exchange rate of the

franc and the gold and the paper franc

began to show a difference in their

market value. But during the past few

years, the payment of the French portion

of the Boxer Indemnity was postponed

for five years and no question as to the

kind of the French currency in which the

indemnity should be paid as yet arose.

By the end of November last year, the

time limit for the postponement of the

payment expired and the French Minister

at Peking, on the strength of treaty

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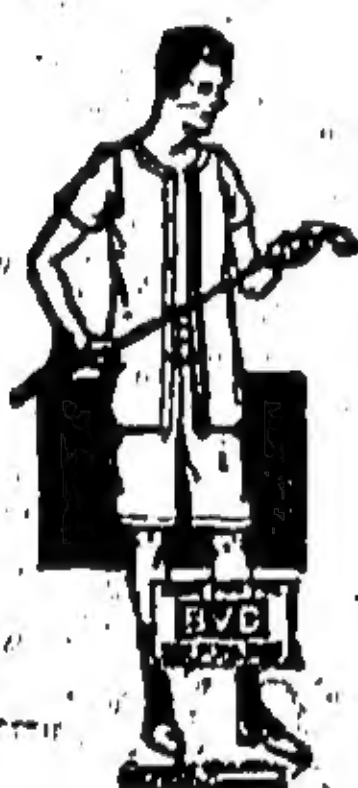
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DRAGON MOTOR SERVICE

THE RENDITION OF WEIHAWEI

GOVERNMENT RESPONSIBILITY.

[FROM A CORRESPONDENT.]

THE OPTIMIST.

In a former letter reference was made to the three despatches from the Colonial Office published here during the past twelve months, and to the judgement the man in the street might pass on them. The ordinary man, if cynically inclined, in considering the last, which repudiates liability for losses private interests may incur through Government action, will possibly decide that the Weihaiwei Petitioners have only themselves to thank for the predicament in which they find themselves. What is all the fuss about? If the house-owner neglects to insure against fire and wakes one morning to find his property reduced to ashes, he gets scant sympathy. These people took risks in settling in leased territory: they gambled on the future and on the reliability of official assurances; and they have lost. For a while they have made their bed, let them lie on it. For over 20 years they have had the supreme advantage of living under the protection of their country's flag, and, if in that period, they have failed to make their fortunes, it is certainly not Government's fault. When all is said and done, when the British flag is hauled down and Weihaiwei loses its status as a free port, will the half-dozen Britons left behind be any worse off than others in the smaller Treaty Ports? They have a magnificent harbour, though its geographical position is admittedly bad; let them make the best of it. Let them cultivate oysters: collect sea-weed to manufacture iodine: quarry the hills for building-stone: scratch the earth in search of minerals. Why, in the name of common sense, should the petitioners receive official assistance? Governments exist to govern, not to assist people in difficulties of their own creating.

(Our friend, the cynic, has, of course, no personal interest at stake.)

THE PESSIMIST.

The man who looks on the dark side of things will conclude that the Earl of Devonshire's telegram means the end of all things. The blow has fallen. The British people then has really reached that stage in political evolution when the central Government in London feels free to repudiate liabilities incurred in its name by a subordinate Government. The age of scrupulous standards in official transactions is dead. Nearly a year ago the Petitioners were bidden to expect great things from the generosity of the Chinese Government. England's only interest in this great country is trade, and her attitude for a generation and more has been disinterested and generous. She took over Weihaiwei in 1898 reluctantly, almost at the invitation of the Peking Government of that day—as a check and counterpoise to the aggressive designs of Russia and Germany. All her influence was needed and was used to tip the scale in China's favour at Washington to procure the Shantung settlement. Her diplomacy in earlier days, culminating in the Anglo-Japanese alliance, saved China from disintegration. But the age of generosity towards private losers in international deals is also dead. Private interests have been overlooked. There will be no link with the hinterland: no municipality worthy of the name. Let the Petitioners cease from their petitioning: cut their losses; strike their tents in search of pastures new; and shake the dust of the place from off their feet with appropriate anathemas on Governments and all their ways. For Weihaiwei will be a washout Cinderella of Empire, clothed for a brief interval with a passing glory, will sink back to the forlorn and wretched condition in which the British found her.

THE OPTIMIST.

Your invincible optimist sees the silver lining to every cloud. Certainly this cloud is one of the darkest, but is the position quite hopeless? British justice, let the Petitioners remember, is synonymous the world over with fair play, and right dealing between man and man. Let them remember that the same principles of justice govern the relations between the rulers and the ruled; that it is an accepted principle that the private citizen is entitled to compensation for losses incurred through Government action. It is also an accepted principle that in business and the ordinary relations of life the employer cannot repudiate obligations incurred in his name and with his authority by his agent.

Did the Local Government in the early years of British occupation encourage British subjects to settle under the flag at Weihaiwei and invest capital in the leased Territory? Obviously it did.

Were they in any way cautioned against the risk they ran? The answer is in the negative. What interpretation then should the petitioners put on the Secretary of State's repudiation of liability? Surely the obvious deduction is that there is more behind that curt message than appears on the surface. The negotiations carried on by the joint Commission have apparently failed to reach a settlement satisfactory to London. It is highly probable that other decisions have been reached, other arrangements made, by direct negotiation in London, which, in the Earl of Devonshire's opinion, effectually protect private interests.

China will be called upon to pay a reasonable sum for Government property and public works carried out at the expense of the British tax-payer—presumably not less than £10,000, the total of "grants-in-aid" from London. Is it likely that our Government—a Conservative Government—at that time pocket this money and at the same time leave the subjects on the beach? The thing is

(Continued at foot of next column.)

THE AUSTRIAN LOANS TO CHINA.

THE LEGAL ASPECT OF THE QUESTION.

Mr. G. Padoux contributes to the *Peking Daily News* an exhaustive review of this question, on which there has been a good deal of controversy, and arrives at the following conclusions:—

1.—That the rights of the original subscribers of bonds of the so-called *Austrian Loans* who belonged to an allied or neutral nationality could never be questioned and that the suspension of payment of interest and principal of their bonds during the war was for them a misfortune.

2.—That so far as the subscribers or holders of enemy nationality were concerned, the loan agreements were not cancelled by the declaration of war of China against Austria, and that neither the theory of international law nor the practice of the other Governments would have justified such a cancellation.

3.—That the service of the loans was merely suspended during the period of war, in accordance with the practice of the belligerent Powers.

4.—That on the signatures of the Treaty of Saint Germain the bonds held by Austrian subjects ceased to be enemy property, the holders having acquired Allied nationalities by virtue of the Treaty.

5.—That on the termination of the state of war the suspension also terminated, inasmuch as the bond holders were no more former enemies.

6.—That in accordance with the recognized rules of civil law and with the principles adopted by the belligerent Powers in the Peace Treaties, on the suspension coming to an end the debts were to be paid, capital and interest in arrears.

7.—That under such circumstances the Chinese Government had, and still has, no other alternative than to pay the amounts due capital and interest in cash, or to come to an agreement with the creditor bond holders for the renewal of the loans.

incredible. Let the Petitioners cease then from their worrying over this miserable business. Let them put their confidence in the great British Government, which, whatever happens, will not leave them in the lurch, for that Government "never lets its subjects down."

VIA MEDIA.

The man who is temperamentally disinclined towards extreme views will probably conclude that all this fuss would not have occurred had the rendition of Weihaiwei taken place before the Great War; that the Government would frankly have admitted that the decision to hand over the Territory before the lease falls in is made in the political interests of the Empire; that there were certain obligations towards British subjects that could not and should not be ignored; and that if private interests could not be protected in another way, compensation should be paid for proved losses. It is possible, not probable, that China has agreed to construct the "link" and to grant a municipality on British lines. (The two stand, or fall, together.) Alternatively, China may have offered to let Weihaiwei remain a free port, instead of the construction of the link, till the Port Arthur lease terminates, i.e., till 1997. However that may be, in spite of the fact that to-day the British tax-payer shoulders an enormous burden, it will generally be agreed that the British Government cannot repudiate—on moral, if not on legal, grounds—its responsibility towards its subjects in this important question of protection of private interests. It will also be agreed that there is the less excuse for repudiation in this particular case, since both the Powers concerned reap very considerable benefits from other decisions reached at the Washington Conference. China secures the Shantung settlement; Britain is enabled to effect substantial economies by reducing expenditure on her navy.

A REASONABLE SETTLEMENT.

It can now be seen that Lord Balfour's use at Washington of the expression, "like suitable conditions," was peculiarly unfortunate. Weihaiwei is a free port; Tsingtao is not. The latter is nearer the producing centres of the Province with which it is connected by rail. Weihaiwei is situated at the extreme end of the Promontory, backed by a mountainous hinterland, with which it is not linked either by road or rail. Conditions in the two places differ radically. Tsingtao must increase, but Weihaiwei decrease.

Under the circumstances, since China is apparently disinclined to grant a municipality, or to build a railway, it is reasonable to suggest that she should purchase the property—in land and buildings—of the small group of residents engaged in business and professional pursuits. Weihaiwei has a legitimate future before it as an important seaside resort, and, if property so acquired depreciated in value, the responsibility would rest with the local officials appointed by the Peking Government. There would remain the comparatively small sum—about £15,000, I believe—to be paid for "good-will," and this sum could be found by the British Government from monies to be received for Government property in the leased Territory. Alternatively, if this arrangement is found impracticable, since it would be "mutually beneficial" to the two nations, to have this vexed question settled in an honourable and just way, it is unreasonable to suggest that partial, if not full, compensation should come without cost to the British tax-payer, or to the Peking Government—from the Boxer Indemnity! March 1st, 1923.

ALLEGED THEFT OF CIGARETTES.

BRITISH SOLDIER CHARGED.

Albert Pickken, a Private of the King's Regiment, was charged yesterday morning before Mr. E. I. Wynne Jones with stealing two packets of cigarettes from a hawkers' stall, at No. 48, Connaught Road Central on Saturday night and with assaulting the hawkers.

The evidence for the complainant was to the effect that defendant called at the shop and took two packets of cigarettes, of the "Horse" brand and placed them in his pocket. The hawkers asked for the money, but defendant refused to pay. Complainant remonstrated with the defendant and on approaching him he was struck on the head twice with a regimental swagger cane. The complainant blew a police whistle. A Chinese constable answered the call and arrested Pickken. The latter went quietly as far as Des Vaux Road Central, and then refused to go further. The constable blew his whistle and an officer of the Imports and Exports Department came up and advised the defendant to go quietly to the Station and explain matters to the police.

At the Station the defendant handed over two packets of cigarettes to Inspector Marks, but said he had paid for them. He, however, admitted the assault.

A witness for the prosecution, another hawkers' stall, said he witnessed the whole incident as he was standing in the doorway leading into the hawkers' shop. This caused the soldier to say: "He is a liar Sir. He was nowhere near."

The defendant said he wished to call Pte. Wright, who was with him when the incident occurred.

The Magistrate adjourned the case until this morning for Wright's evidence to be taken.

WEEK-END TRAGEDIES.

A case of suicide and another of attempted suicide were reported to the police during the week-end. In the first case a Japanese named Buskichi Iwanaga aged 39 years, of No. 214 Queen's Road East, was found suffering from poisoning on Saturday, believed to have been self-administered. He was removed to the Government Civil Hospital by ambulance, but died during the journey.

In the other case a Chinese "from the country," named Kwong Kam, attempted suicide by jumping over the verandah of No. 63 Borham Strand. The man was severely injured. He was picked up by the foks of the establishment and removed to the Government Civil Hospital.

SUSPECTS FIRED ON.

CHASE AT SHAUKIWAN.

Inspector Earnor on Saturday night had an exciting chase after two suspicious-looking individuals. The Inspector while on patrol duty near the tram terminus at Shauiwan, halted two men who were approaching him. They immediately turned and fled in the opposite direction, but the Inspector followed in pursuit. During the flight one of the fugitives was seen to place his hand underneath his coat, as though he was about to draw a weapon. Inspector Earnor was taking no chances and fired first, discharging two rounds. Both shots missed, and the fugitives disappeared in the darkness under the hillside. Searching the spot where the men disappeared the police found a fully-loaded Smith and Wesson revolver.

MOTOR ACCIDENTS.

COLLISION IN DES VOEUX ROAD CENTRAL.

At 10.30 p.m., on Saturday, a motor car, No. 610, driven by a chauffeur named Leung Tat, collided with a coolie in Des Vaux Road Central. The driver made a brave effort to pull up the car and in jamming on the brakes the car skidded and swerved back on to the coolie, who received slight injuries to his right leg.

A boy, playing in Des Vaux Road Central on Saturday afternoon, collided with a motor cycle, No. 233, standing in the side-channel. The cycle was balanced and fell on top of the boy, breaking his left leg.

RUSSIAN PRISONERS IN THE PHILIPPINES.

EFFORT TO SECURE THEIR RELEASE.

Petition for a writ of *habeas corpus* on behalf of the 18 Russians now held in Bilbid for alleged mutiny has been filed by Attorney Amzi B. Kelly with the Supreme Court. The men, he alleges, are illegally confined and deprived of their liberty by the Director of Prisons. Attorney Kelly avers among other things that the Court Martial which tried and convicted the Russian prisoners had no right to act as such, and that if any offence had been really committed, the alleged mutineers should be tried by the courts of the Philippines, the crime having been committed in Philippine water and within the jurisdiction of the local courts.

ST. STEPHEN'S COLLEGE ASSOCIATION.

Celebrations in connection with the twentieth year of the College were held on Founders' Day, March 10th. As tennis, the present students beat the Old Boys, whilst at football, after a very strenuous game, the Old Boys won by the only goal scored. After the games a large party assembled at tea, when presentations were made to the players. This was followed by the annual general meeting and election of officers, a record number of votes being registered.

At 8 p.m. the annual dinner took place in the Lai Kwai Pui Hall of the College, which was very tastefully decorated for the occasion. The chair was taken by Mr. Li Hoi Tung, others at the high table, being Sir William Brunyate, K.C.M.G., the Rt. Rev. the Bishop of Victoria, Colonel Davy, R.E., Mr. Chau Sin Ki, Mr. S. W. Tso, Rev. A. D. Stewart, Dr. H. G. Earle, Rev. H. Copley Moyle, Prof. W. Brown, Mr. Lai Kwai Pui, Prof. Lai Chai Hei and Rev. E. W. L. Martin, Acting Warden. About seventy members and friends attended the dinner.

At the conclusion of the dinner were proposed by the Chairman to H.M. the King and to the Republic of China. The health of the College was proposed by Dr. Y. S. Wan who indulged in many interesting reminiscences, and spoke in praise of the continuance of the good spirit of the College.

The Acting-Warden, in replying, spoke of the influence of the College in starting the Macao English College, the Samarang (Java), Anglo-Chinese College, the St. Stephen's Girls' College, and St. John's Hall at the University. He also mentioned that the Chinese Recreation Club was founded from St. Stephen's.

Mr. S. W. Tso proposed "the Guests." Speaking as one who had been closely associated with the College from its earliest days, he ventured to hope that all possible assistance would be given to the College in its plans to widen its scope and to continue to offer a public school education to the sons of Chinese gentlemen.

Sir Wm. Brunyate replied. He said that he was beginning to regard St. Stephen's College as the foster-mother of the University. He paid a tribute to the Warden, Rev. W. H. Hewitt, for his work in relation to the University. He very cordially supported the scheme for removing the College to the other side of the island. He had seen the Anglo-Chinese College at Samarang, and thought it an excellent institution. He looked upon St. Stephen's as particularly valuable to the University, and concluded with an expression of entire satisfaction with the many Old Boys who had proceeded to the University.

SPORT.

CRICKET.

HONGKONG C.C. v. CIVIL SERVICE.

The following team has been selected to play for the Hongkong C.C. XI. against the Civil Service at Happy Valley on Saturday next at 2.15 p.m.:—T. E. Pearce, L. J. Davies, F. H. Farthing, H. Owen Hughes, W. W. Mackenzie, F. C. Miller, E. J. E. Mitchell, D. E. G. Nicholson, E. E. A. Webster, R. H. Wild and L. D. McNicol.

HONGKONG C.C. 2nd XI. v. CIVIL SERVICE C.C. 2nd XI.

In this match on the Club ground next Saturday at 2.15 p.m. the home team will be composed of:—H. B. Hollands, G. M. Dorkins, P. Jacks, C. W. Mason, N. J. Perrin, G. H. Piercy, D. Reid, H. Spicer, M. M. Watson, J. R. Way and W. Galloway.

TENNIS.

VISIT OF A WELL-KNOWN ENGLISH PLAYER.

Mr. A. W. Gore, the well-known English tennis player, is arriving in the Colony by the *City of Poon*, which is expected at daylight on Friday. He will be here only for about 24 hours but, if possible, he will be seen on the match court at the Hongkong Cricket Club on Friday afternoon. Arrangements are in the hands of Mr. J. O. Fletcher, hon. secretary of the local Lawn Tennis Association. The match will probably be a double match. An advertisement will appear in the local newspapers probably on Thursday.

GOLF.

THE JUNIOR CHAMPIONSHIP.

R. L. Moncrieff beat H. G. Eales in the final of the Junior Championship over 36 holes, by 5 up and 4 to play.

THE VALUE OF GOOD SIGHT

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, try the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—located in 55, Queen's Road Central—is at your service. They have the equipments to test your eyes accurately. Testing the sight and fitting glasses is their specialty.—ADVT. [101]

LITERARY CRITICISM.

LECTURE AT THE HELENA MAY INSTITUTE.

USEFUL HINTS TO THE ASPIRING CRITICS.

Professor Robert Simpson, lecturer in English Literature at the Hongkong University, delivered an extremely interesting lecture on "Literary Criticism" at the Helena May Institute, yesterday afternoon to a large audience.

Professor Simpson said there were three professions which all men felt they could form by the light of nature. These were: teaching, the editing of the newspapers and the criticism of literature; no why insist on special training or worry about previous experience. Consequently, those who asked for instruction in these matters did not always meet with encouragement. People were, sometimes indignant when asked to provide special professional training for teachers. Most people waxed sarcastic at the idea of Schools for Journalism—probably, because they felt that some day they might want to earn a bit by writing to the newspapers, and did not want to find themselves competing with those who had professional qualifications. Similarly, people were both astounded and annoyed when told that there were such things as courses of instruction in literary appreciation or criticism.

Instruction in literary criticism aimed at teaching people how to criticize literature and began by asking what was the critic. Professor Simpson then made a comparison between a judge and a critic, pointing out that while the judge had a body of law the critic had none. Thus, if a judge were asked to judge of conduct he could compare the deed with the law; if it was found in conformity with such it was good; if not, it was bad. But, with the critic of literature even the laws of grammar could hardly be regarded as laws of literature. In this connection Mr. Simpson instanced writers such as Carlyle, Browning and Mr. A. S. M. Hutchinson, who delighted in breaking grammatical rules. The happy ages when the critic's function was the function of the judge were past. In an age like the present, when it was the spirit of the times to challenge all laws, it was certain that laws of literature would be scoffed at.

When the judge of literature had said his say there was always the appeal to the reading public. The judgment of the reading public was in literature the only final judgment; and as the average reader was not much interested in comparing things with law the average reader had usually disagreed with the judicial critic. What was the use of giving a judgment with which nobody agreed? Criticism by law had fallen into disrepute because it had been found that the judgment of succeeding generations had differed from the judgments of the critic by law.

The lecturer, to bring out his point, referred to the history of the drama and the early laws laid down between the Renaissance and the second half of the seventeenth century, respecting the three unities. He pointed out that Shakespeare continually broke all three rules, and yet his plays could not be regarded at any time as poor plays, but always as the greatest of all plays. He gave as further examples of men who had transgressed fixed laws in literature—Dryden, Pope, etc. How then was the aspiring critic to judge? There were no laws or set standard. As an alternative to law the aspiring critic was recommended wide reading as a means of establishing an ideal standard; and comparison as a method of judgment. But even this did not carry him very far. It failed him whenever he was confronted with anything new. It not only failed him but might mislead him because the new thing, failing to represent what he had read before, was thereby condemned. All great literature was in its time new literature, and for that reason alone it was often condemned by the critics.

Professor Simpson proceeded to point out that Ibsen was the greatest dramatist of the nineteenth century chiefly because he did not write like the dramatists of the seventeenth century. Hugh Walpole was a great novelist not simply because his novels were compounded of the same mixture of character, narrative, conversation and general description or reflection as practiced by his predecessors, but because to all that he added something new—an inner realism. Shaw was a great dramatist not simply because he made use of the Theatre as a means of preaching, but because his instruction was delivered in a different way. What was new in literature, if judged by comparison with the old, would always be condemned, but all that was good in literature was in its day new.

Dealing with taste, the lecturer said, that it was the capacity for being strongly affected, either adversely or favorably, by what one experienced; but a taste even in this simple sense was a rare thing. It was rare not only with reference to literature but with reference to life in general. How could the average human being, who was not a sufficiently sensitive creature to have strong feelings about reality be expected to have a taste for literature? Most people could read any sort of book. They felt no difference between "Treasure Island" and "Coral Island," or "Tom Brown's Schooldays" and its innumerable imitations; between the plays of Shakespeare and the plays of his contemporaries.

(Continued at foot of next column.)

A HARDY ANNUAL.

"The Directory and Chronica" for the Far East—China, Japan, Indo-China, Siam, British Malaya, the Philippines, Borneo and Netherlands India—make its first appearance to-day. So well-known is the volume in every office of importance throughout this part of Asia that it would be superfluous to describe its contents in detail; they follow on the lines which have been dictated by long experience and endorsed by several generations of European and American business men. Indeed, so closely is precedent adhered to that all the sections will be found to follow in precisely the same order year after year so as to facilitate reference by those accustomed to consult the volume.

In the present edition some of the old and now obsolete Treaties with Russia have been expunged to make room for the Agreements reached between China and the other Powers as a result of the resolutions of the Washington Conference, which ended its deliberations in the early part of last year. Included amongst these is the arrangement recently concluded for the transfer of Shantung from Japan to China. The China (Amendment) Order-in-Council, 1921, relating to the registration of British subjects is also given in *extenso*. Information with regard to the Chinese Post Office has been amplified in view of the transfer to this organization of the functions hitherto performed by the Foreign Post Offices in China. The revised Chinese Customs Tariff, which only came into operation this year, is set forth in detail for the guidance of exporters and importers. The list of Hongkong Stamp Duties embodies the amendments introduced by Ordinance last October, and the tariff of the Hongkong Stock Exchange has been brought right up to date.

All the descriptive and statistical introductions throughout the work have undergone their usual careful revision and, in some instances, have been almost entirely rewritten. Each of the entries in the long lists has, as in former years, been thoroughly checked, and it is safe to say that none but those who have engaged in this task can have any conception of the tremendous number of changes which take place in the Far East in the short space of twelve months. As many transfers and changes of style date from the opening of the new year, the work of printing was not commenced until January 10th, and even then, throughout the two months of continuous machining that was necessary to complete the volume, new and amended entries which came to hand were embodied as far as possible. Where a section had already been printed, the latest alterations—as, for example, in the transfer of Consuls to new ports—were made in the Alphabetical List of names at the end. The Publishers offer the 1922 edition to the public with every confidence that it fully maintains the high standard established by its many predecessors and will continue to prove an indispensable *reale mecum* in every office which can claim to have interport connections.

After referring to the difficulty of advising the student and pointing out that no teacher could give him full satisfactory instructions how to criticize, the lecturer recommended a study of the great critics of the past. This, he said, showed how criticism began, by speculating abstractly on the nature and functions of literature, how it proceeded to give directions to authors, but found that authors were an independent set of men who would not be directed and, finally, how criticism had found its true sphere, not in speculating as to what was the true nature of literature but in trying to direct people's attention to the actual productions of literature; not in controlling and judging authors but in interpreting them. This was the general function of the best critics throughout the last hundred years. The most modern development of literary criticism might be described as psychological criticism. Thus there was for the critic an increased necessity to study the biographies and correspondence of the authors. The work not of the author, the artist, not the man, was a slogan of the past, uttered by those who wanted to believe that the two were separate, but to-day the idea which tended to prevail was that the proper enjoyment of literature was best secured by knowing the man and the circumstances, and considering the work as an expression thereof.

How often was one disappointed in going to see for a second time a play which impressed us greatly on the first visit, or in re-reading a book which had once enjoyed. This was a sign that the first taste was mistaken; but when the first taste was mistaken, the first impression was good. What we knew that the book enjoyed we had the right to express our enjoyment of, and a duty to try and find reasons for our enjoyment. What we had enjoyed many times we had the right to call good.

The lecturer was warmly applauded at the conclusion of the lecture and was accorded the thanks of the meeting.

COMPANY MEETING.

A. S. WATSON & CO., LTD.

A FLOURISHING CONCERN.

"We feel it is time that all Chinese on the permanent staff should be assured that after many years' faithful and efficient service in the Company's employ, provision would be made for their dependents in the event of death, or that they would receive something on retirement after many years' service."

The foregoing statement was made by the Chairman (Mr. Henry Humphreys), at the annual meeting of Messrs. A. S. Watson & Co., Ltd., which was held at the Hongkong Hotel yesterday morning. The Company's prosperity was indicated, too, by the Chairman's statement that their profits had far exceeded all previous records.

In addition to the Chairman there were present at the meeting—The Hon. Sir Paul Chater, Messrs. J. Scott, Harston and H. P. White (directors), Mr. J. A. Tarrant (secretary), Messrs. E. J. Chapman, J. D. Humphreys, D. E. Clark, D. Wilson, W. Morley, J. M. Wong, F. W. Stapleton and A. P. Samy (shareholders).

The Chairman, presenting the report and statement of accounts for adoption, said:—

At the last annual meeting of shareholders I informed you that the net profit for the year constituted a record in the history of the Company, but you will see from the accounts before you that the profit for the year, under review is \$33,062.82 better than that of the previous year notwithstanding \$25,446.16 has been written off for depreciation, before arriving at such profit. In previous years, allowances for depreciation of machinery, furniture, fittings, launches, etc., were not deducted before arriving at the net profit shown, but an appropriation was made from the net profit and passed by shareholders at the annual meeting; and had the same procedure been adopted on this occasion, the increased profit over last year would have amounted to \$58,508.08. A condition of affairs which your General Managers and Directors think you will agree with them is highly satisfactory. The change of procedure was made at the wish of the directors, who considered that this method of rendering the account was the more correct one. You will notice Stocks in Trade show a reduction of \$130,414.08, due to smaller stocks and decrease in cost prices. On the other hand, good debts due from customers show an increase of \$42,008.37; mostly due to increased business. You will also notice that we have spent during the year \$35,600.79 on machinery and plant, and on building improvements, etc., \$25,908.71. In a business like ours, we have not only to replace the older machinery with up-to-date plant, but install additional units to meet the increased demand. With regard to the amount spent on building improvements, etc., the greater portion of this sum was expended on doubling the size of the pier at our North Point factory, and erecting a new bottle godown on the Shamoon, at Canton.

"SEEING THROUGH" THE GLEAMS.

My dearest Amicus, the gods decree
That friends should share each inmost thought and dream;
So marvel not while I relate to thee
Weird happenings that monstrous strange may seem.
I have observed that life on this dull earth
Provides no scope in humble work or pleasure
Or sacrifice, for thoughts of higher birth
To those who, like myself, have too much leisure.
So I a friend (of Plato's kind, of course!)
Have sought, whose wisdom hath a mystic source.

By wondrous means of printed bits of card
Or small brown morsels of the tea-plant's sprig,
She can convince me of my firm regard.
For one for whom I never cared a fig
Or should she swear that I must sleep for more
Than half a hundred years, the dates disclosing,
I prompt obey the stern prophetic law
(Though you, perhaps, would more likely think me doing!)
Now list while I narrate what she did see
Within my teacup, four days since, at tea:

"I see a mount where you will view with awe
A ghostly veil to taunt your wondering eyes!"
I tried to scoff, but surely ne'er before
So strange a picture did in spirit rise.
Next morning (now believe me as you will,
There are more things in heaven and earth—and so on)
The marvel of it held me bound and still,
For, if not second sight, what did she go on?
I glimpsed the Peak—oh! most unwelcome sight!
"Twas bashed in fog, a misty, ghostly white!"

How well, too, I recall the day she said—
"A valued friend will bring you tidings, and
To leave you with an aching void—a dread,
And you must mourn heretofore, while all are glad!"
I took my way to my accustomed toil,
And strove to cast the gloom that did enfold me;
But ere night's slumber could my fears despoil,
The vision was fulfilled! My cook-boy told me—
"My go Canton; my brother makes tea!"
Oh! what a glare to psycho law was I!

She hath as well a board, nor large nor wide,
And like an artist's palette in its shape;
(Its price was half-a-crown) and slipped inside
A pencil file; yet is there no escape
From psychic facts that it proclaims abroad,
And dire calamities that it doth levy
Upon its victims. (Beware, not magic board,
That fingers sometimes press a trifle hoard!)

But I rejoice! Though tea-leaves, cards, Planchette
Control me, Amicus, I'm single yet!

Y. P.

BUY A BISSELL'S CARPET SWEEPER AND USE IT.

THE ONLY HYGIENIC WAY
OF COLLECTING DUST.

A DOMESTIC NECESSITY.

THEY
LESSEN THE CHANCE OF CONTAGION.

LANE, CRAWFORD, LTD.

LANE, CRAWFORD, LIMITED.

EST. 1850.

SHIPHANDLERY DEPT.

COMPLETE SHIPS' OUTFITS.

DECK AND ENGINE ROOM STORES.

OILS, PAINTS AND VARNISH IMPORTERS.

ENGINEERS' TOOLS, INDICATORS, COUNTERS, Etc.

PACKING AND ASBESTOS GOODS.

AGENTS FOR DOBBIE MCINNES' NAUTICAL SPECIALITIES.

NEW
COLUMBIA
DANCE
RECORDS
AT
ANDERSON'S
(OPPOSITE WISEMAN'S. TEL 1322)

Powell
TELEPHONE C. 846.
STOCKTAKING OVER!!
AND WE HAVE STILL FURTHER REDUCED
OUR PRICES IN THE
FURNISHING DEPT.
LARGE STOCKS OF OUR USUAL HIGH
GRADE MATERIALS TO SELECT FROM.
EXPERT ADVICE AND ESTIMATES FREE.
Wm. POWELL, LTD.
COMPLETE HOUSE FURNISHERS.

NEW ADVERTISEMENTS

NOTICE.

WE have authorized Mr. LIONEL EUGENE LAMBERT to sign our Firm from THIS DATE.

LAMBERT BROS. [538]

E. K. INDIAN SCHOOL.

ELLIS KADOORIE SCHOOL FOR INDIANS are holding their SPORTS on the Indian Recreation Club Ground on WEDNESDAY, AFTERNOON. Mr. U. RUMJAN has kindly consented to distribute the Prizes. All those who are interested are cordially invited.

ABDULLAH, Sports Master.

AVISO.

FAZ-SE publica, que a comissão nomeada no reunião de 21 de Fevereiro pp. será apresentada a Comunidade Portuguesa desta colônia na próxima Quarta-feira, 14 do corrente, as 17 horas, no Club Lusitano. Como o assunto de que se trata é de grandíssima importância para a comunidade, pedese a comparencia de todos os portugueses nessa reunião.

O Secretário da Comissão.

FERNANDO E. D'ALMADA

Remedios.

Hongkong, 12 de Março de 1923. [533]

NOTICE.

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, 2 QUEEN'S BUILDINGS, HONGKONG, on MONDAY, the 26th MARCH, 1923, at Noon, for consideration of THE DIRECTORS' REPORT AND STATEMENT OF ACCOUNTS for the year ending 31st December, 1922.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 17th to the 25th March 1923 (both days inclusive). By Order of the Board of Directors.

R. M. DYER, Chief Manager.

Hongkong, 13th March, 1923. [534]

ROYAL HONGKONG YACHT CLUB.

INTERPORT & INTERCLUB REGATTA AND CLOSING CRUISE at the

CLUB HOUSE, NORTH POINT.

SATURDAY, 17th MARCH, 1923.

LADIES' YACHT RACE—1st Gun, 2.15 p.m. ROWING EVENTS, Morning and Afternoon. FIRST REGATTA EVENT, after which will be at 3 p.m.

"HONS" FOUR—4 p.m. INTERPORT FOURS—5 p.m.

SPECIAL TRAM CARS from Post Office—2.15 p.m., 2.30 p.m., 2.45 p.m., and 3 p.m.

SPECIAL LAUNCHES from MURRAY PIERS—3 p.m. to 3.30 p.m., every 15 minutes.

The INTERPORT CREWS will be entertained to Dinner at the Hongkong Hotel at 8 p.m., when the Prizes won will be presented.

TICKETS may be obtained from—Mr. D. C. LOGAN, c/o Messrs. Risse & Co.

[532]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NANKIN."

Arrived Hongkong on 12th MARCH, 1923.

FROM ANTWERP, LONDON, PORTSAID, ADEEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at wharves and Godowns Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer. Goods not cleared within 3 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 12th March, 1923. [535]

LADIES and GENTLEMEN Suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to visit present condition of the disease. Full particulars of treatment, advice, etc., free under cover. "SUN" WORKS, Beadon-square (L.P.), Calcutta (India).

[106]

INTIMATIONS

NOTICE.

BY arrangement We have relinquished the Agency of the BANCO NACIONAL ULTRAMARINO, as from the 8th MARCH, 1923.

ARRATON V. APCAR & CO. [537]

INTERNATIONAL TRADE DEVELOPER, LTD.

WILL Clients please send Copy for 1923/24 ANNUAL? Back Page of Annual is still Open for Acceptance. Apply—8, Des Vaux Road.

[435]

G. R.

1923-1924.

SEALED TENDERS will be received at the R.N. HOSPITAL until 10 A.M., on the 21st MARCH, 1923, from persons desirous of supplying Beef, Mutton, Poultry, Pork, Bread, Cheese, Pure Cow's Milk, Aerated Waters, Ice, and other provisions, and necessities for the year ending 31st March, 1924.

Printed Forms of Tender and further particulars can be obtained at the R.N. HOSPITAL. The right to reject the lowest or any Tender is reserved.

F. DALTON, Surgeon Captain, R.N.

R.N. Hospital, Hongkong, 12th March, 1923. [526]

BOXING.

By permission of the Officer Commanding.

THE KING'S REGIMENT NOVICES TOURNAMENT will take place at

MURRAY BARRACKS on

THURSDAY, FRIDAY & SATURDAY,

MARCH 15th 16th & 17th, at 9 P.M.

There will also be Middle and Lightweight Competitions open to the Services, and a 10 Round Contest on each night.

The Regimental Band will be in attendance.

PRICES OF ADMISSION:—

Bingside Seats, Reserved (General)...\$2.00

Two Small Stands (Public)...1.00

Large Stand (Services in Uniform)...0.50

Reserved Seats may be booked and Unreserved tickets purchased at the School Room, adjacent at the Garden Road entrance to Murray Barracks, from Monday, 12th, to Wednesday, 14th, between the hours of 12 to 2 and 5 to 7 p.m.

The Army Tournament will take place at Murray Barracks on Thursday, Friday and Saturday, March 22nd, 23rd and 24th.

J. BAILEY, Lieut.

President, Regimental Boxing Committee. [523]

ON THE BRIGHT SIDE.

Step across to the

HONGKONG CIGAR STORE

and you'll be

ON THE RIGHT SIDE.

[52]

NOTICE TO CONSIGNEES.

The Steamship "TRIESTE."

FROM TRIESTE, VENICE, BRINDISI, MASSANA, PORT SAID, ADEEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

[521]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship

"CITY OF LINCOLN"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-landed Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 16th March, 1923, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 23rd March, 1923, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon, within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE, LTD., General Agents.

Hongkong, 9th March, 1923. [523]

INTIMATIONS

CHINA SUGAR REFINING CO.

NOTICE.

THE FORTY-FIFTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, PEDDER STREET, on TUESDAY, the 27th MARCH, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1922.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th March, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents.

Hongkong, 8th March, 1923. [514]

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTY-FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Underwriter, on TUESDAY, the 27th MARCH, 1923, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended the 31st December, 1922.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 13th to the 27th March, 1923, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Managers.

HONGKONG FIRE INSURANCE CO., LTD., Hongkong, 8th March, 1923. [508]

COMPANIES (WINDING UP).

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF COMPANIES ORDINANCE, 1911-1921.

IN THE MATTER OF THE CHINA SPECIE BANK, LIMITED.

NOTICE IS HEREBY GIVEN that by an Order made by His Honour Sir William Rice Davies, Kt., Chief Justice, in the above matter dated the 8th day of March, 1923, it was ordered that the CHINA SPECIE BANK, LIMITED, be Wound up by this Court under the provisions of the Companies Ordinances of Hongkong, 1911-1921, and that the Official Receiver be appointed Provisional Liquidator of the Company and that JOHN HENNESSY SMITH, of Victoria, Hongkong, aforesaid, Incorporated Accountant, be continued as Special Manager of the Company until the further order of the Court subject to the approval of the Official Receiver.

NOTICE IS ALSO HEREBY GIVEN that the First Meeting of Creditors of the Company will be held at the Official Receiver's Office at the Courts of Justice, Victoria, aforesaid, on the 23rd day of March, 1923, at 11 A.M., and the First Meeting of Contributors will be held at the same place on the same day at 11.30 A.M. Dated this 6th day of March, 1923.

GEO. K. HALL BRUTTON & CO., Solicitors for the Official Receiver. [460]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, WEDNESDAY, the 11th APRIL, 1923, commencing at 3 P.M., at their Sales Room, DUNDRELL STREET.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery capable of producing 100,000 (One hundred thousand) pieces 20-cent (Twenty cent) coins or 200,000 (Two hundred thousand) pieces 10-cent (Ten cent) coins per working day of 10 hours.

(Further particulars and inspection orders may be obtained from Messrs. GILMAN & CO., Ltd., on the Undersigned).

Terms—20% of Purchase Money to be paid on Fall of Hammer. Balance to be paid within two weeks of day of sale.

LAMBERT BROTHERS, Auctioneers. [528]

PARTICULARS

OF VALUABLE LEASEHOLD PROPERTY

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagees

By PUBLIC AUCTION, IN ONE LOT

ON 14th DAY OF MAY, 1923, at 3 O'CLOCK P.M.

By Messrs. LAMBERT BROTHERS, Auctioneers.

THE Property consists of First ALL THAT piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 16th day of May, 1910, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 13 Gordon Street.

Particulars and Conditions of sale may be obtained from—

Messrs. HASTINGS & HASTINGS, Solicitors,

8, Des Vaux Road Central, and

Messrs. LAMBERT BROTHERS, Auctioneers. [527]

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1923

With Index, Price \$7.50.

On sale at the Hongkong Daily Press

INTIMATION

WATSON'S

E

WHISKY

Gives

Perfect Satisfaction

because it is a Skilful

Blend of the Best

Highland Scotch

WHISKIES,

of Great Age, matured

in Sherrywood

Casks.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants

ESTABLISHED 81 YEARS.

BIRTH.

ROBERT—At Newchwang, on February 23rd, to Mr. and Mrs. R. K. BOBORA, a son (stillborn). [536]

HONGKONG OFFICE: 104, DES VAUX RD., CL. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 13th, 1923.

CHINA AND JAPAN.

When we commented a few days ago on the discussion which had been taking place in official circles in Peking regarding the abrogation of the Sino-Japanese

Treaties, in 1915 we suggested that, although it was clear that the Chinese Government did not expect that the

Japanese Government would, for a moment, entertain the idea, it was nevertheless highly probable that the Chinese Government would serve formal notice on

Japan before the 28th inst. when the agreement made with Russia whereby she obtained the "usufruct" of Port Arthur

and Dairen (called now by the Japanese Dairen) expires. That expectation has been realised some days sooner than we

had anticipated—or, at least, so far as the cables have yet informed us, China has made an "attempt" to serve the

notice of Japan, but it was promptly returned to the messenger by a minor

official of the Japanese Foreign Office on his own initiative as soon as he had

learned the nature of the document! The Japanese Government, doubtless, foresaw

that the Chinese Government was likely to go the length of serving the notice, and as we are told that "according to

authorities, Japan will decline to receive any communication on the subject

officially," we may presume that this decision was arrived at long ago, and the

minor official of the Foreign Office who returned the Note to the messenger was

fully cognisant of the decision. "We are told, what indeed could have been con-

stantly anticipated, that the consensus of official, press, and public opinion in Japan

is summed up in the words of Count Uchida, Minister of Foreign Affairs, who

says that "Japan will never consent to change or abrogate the Treaties to which

Japan and China were the signatories in

1915. Japan will not consider retrocession, as Japan's position at Dairen and Port Arthur is fully understood by the Powers, and there is no room for discussion or negotiation."

The Chinese Government, we may be sure, will not allow the matter to rest where it is. Having induced the Powers

at Washington to so far recognise her claim to sovereignty over leased territories to the extent of securing

pledges for the return of Tsingtao and Weihaiwei, China is not likely to contemplate the retention of the South Manchurian ports by Japan for another

ninety-nine years. China, if she gets no satisfaction from Japan, evidently intends to make an appeal to the

Council of the League of Nations; but we cannot imagine that, for some years to come at least, this can be done

with any result widely different from that which attended the efforts in the matter made by the Chinese delegations to

Paris and Washington. When Count Uchida says that Japan's position at

Dairen and Port Arthur is fully understood by the Powers, we assume he means that the Powers recognise that the

unstable political conditions in China, and the impotence of the Government, make it impossible for Japan to contemplate

at the present time a surrender of the great interests she has built up in South Manchuria during her tenancy of the

territory. Japan has necessarily to take long views of her national interests. She is not likely to forget the considerations

which led to her occupation of Port Arthur and Dairen, and though the same

menace no longer threatens, it is impossible to see, in the present weakness of China, that Japan, were she to evacuate

the territory, could be assured of the security of her national interests. It is quite possible that Japan will some day

surrender to China, Port Arthur and Dairen, as she has surrendered Tsingtao, but what has since happened at Tsingtao cannot encourage her to do so yet a

while.

Mariners are warned to beware of a steamer launch which has been sunk in the Fairway immediately above the Taishek Barrier.

An announcement will be found among to-day's advertisements relating to the Interport and Interclub Regatta next Saturday, under the auspices of the Royal Hongkong Yacht Club.

Many friends in Hongkong will regret to learn that Colonel John Ward, M.P., was seriously ill when the last mail left. The latest report was that his condition showed some improvement.

Colonel Young, C.B.E., assistant General Manager of the Kailan Mining Administration, is going on Home leave on the 14th instant, and expects to return to Tientsin in September or October.

Mr. R. E. Lindell took over the duties of First Magistrate yesterday, during the absence on short leave of Mr. J. R. Wood. Mr. E. I. Wynne Jones occupied the Bench as Second Police Magistrate.

The Chinese steamer "Anjoh," which arrived in Hongkong from Canton on Sunday, brought with her thirty-four Chinese who were passengers on the steam launch "Wa Lee," which had stranded at Paktungni.

At the annual meeting of the Tientsin General Chamber of Commerce, Mr. Boniface proposed, Mr. Lange seconded, and it was resolved that:—"In the opinion of this Chamber it is desirable that German Firms become members of this Chamber."

At Shoreditch, County Court, counsel, reading from correspondence, mentioned "Second-hand eggs." Judge Oliver: "What are second-hand eggs? Counsel: These came from Canton. A witness, referring to the sale of a quantity of the eggs wholesale, said they were sold

"W.A.P.," which meant in the trade, "With all faults."

The Government of the Philippine Islands recently sold, to the Hongkong and Shanghai Banking Corporation P.600,000 worth of exchange in New York at 14 premium. It is stated that this transaction is the first sale of

Government exchange since 1920. The amount will be put in circulation locally and will thus relieve to a great extent the peso shortage, if any, of which some local business men have been complain-

ing.

Ten days' hard labour without the option of a fine was the sentence imposed at the Magistracy yesterday, on a

middle-aged hawker, for hawking newspapers without a licence. Mr. E. I. Wyn

bought through agents nearly 1,000, tons of coal in Great Britain.

NAPIER JOHNSTONE'S 'N. J. CLUB' SCOTCH

The "Peg"
of Ages
1745
till
to-day



OBTAINABLE FROM
LANE, CRAWFORD, LTD.

AND ALL WINE MERCHANTS

This pure old Whisky has had, since 1745,
a great reputation amongst connoisseurs
for its mellow flavour, and still maintains
a world-wide identical quality.

THE RED HAND

COMPOSITIONS LIMITED,
LONDON.

Contractors to the Admiralty, India Office, War Office,
Crown Agents for the Colonies, &c.

"THE RED HAND BRAND."

Antifouling Compositions for Ships' Bottoms,
Anticorrosive Paints, Ready mixed, for all purposes.

Supplies available from:

DODWELL & CO., LTD.
SOLE AGENTS.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

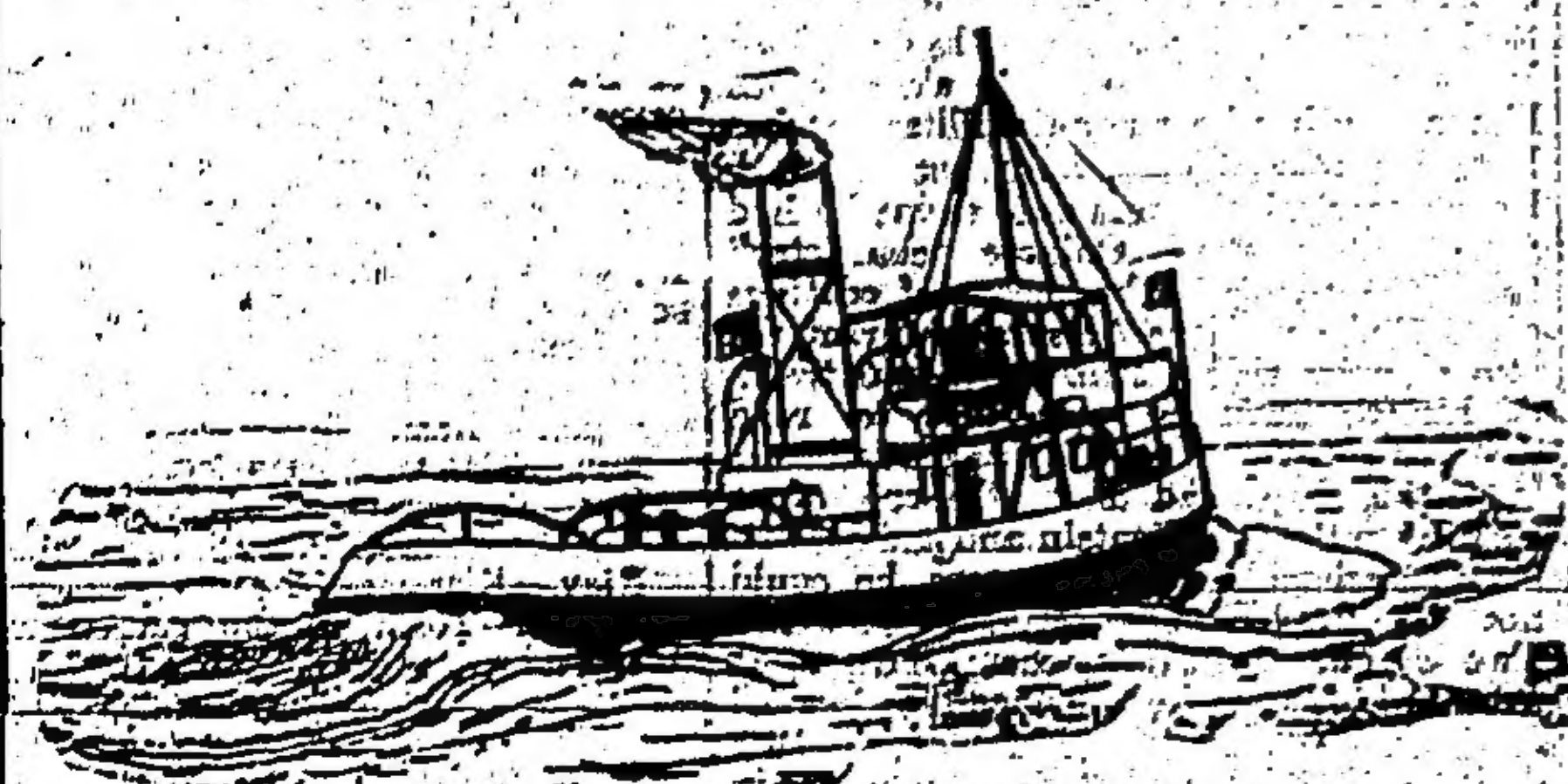
Never before was there anything like it, nor are its medicinal properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, eruptions and glandular swellings, bad legs, abscesses, ulcers, eczema, gonorrhoea, scurvy, polio or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing weakness, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT WEAKNESS IN 10 DAYS DEATH.
VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.
English Patent No. 14,111 (1918). The VETARZO MEDICINE CO., General Dist. N.W.A. London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO MEDICINE" on Government Stamp. Sold by LEADING CASH CHEMISTS.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-construction abroad.



OLL-STEAD TUG BOAT, "LION" built by W. S. BAILEY & CO., LTD.
Boiler Makers, Founders and Constructional Engineers and Repairers

CURIOUS INCIDENT AT ALIPORE.

KITE "STEALS" TREASURE.

A remarkable incident involving the loss and recovery of a miniature golden and jewelled throne valued at about Rs. 1,000 took place at Alipore recently.

It appears that the messenger of a firm in Park Street was passing down Alipore Lane on his way to the residence of a well-known Indian (whose property the gold throne was) carrying the precious ornament wrapped carefully in paper, when a kite suddenly swooped down, snatched the paper parcel and, before the astonished messenger could realise what had happened, was high in the air with its quarry. The servant at once rushed the alarm and as the bird had flown in the direction of No. 12, Alipore Road which was close at hand, permission was obtained to search the garden. But all in vain. Evening came, but no sign of the "stolen" treasure.

Meantime the firm who had sent the ornament offered a tempting reward to the finder, but there seemed little hope of earning it.

Next morning the search was resumed, every nook and corner of the garden being thoroughly scanned. Attention was next turned to the house and roof. A search was made, and the khaumsa, who had had reason to suspect the thiefing propensities of the kite, thought he would examine the roof himself, and proceeded upstairs. In a little while he appeared, hands trembling and eyes shining with delight, and in his hand the lost ruby-studded throne. Previous searches of the roof had neglected to look on the narrow ledge, which formed a frieze round the roof.

The bird, it appears, had a nest on a neighbouring tree, and, evidently being in want of something to feed a numerous family, had carried the ornament to the roof where, much to its disgust, it had found that the parcel contained nothing more edible than a series of stupid pearls and a mass of designed gold!

The throne was about three and a half inches square with a series of cobras round the royal dais and a lovely gold canopy, like an inverted umbrella, overhanging the throne. From the point of the "umbrella" depended pearls which, in their turn, were tipped with sapphires. Round the dais was a kind of gold palisade studded with rubies, and, in the centre of the dais, a delicately-moulded lotus flower, with three leaves.

TRUTH AND HALF-TRUTH.

THE POPE'S PLEA FOR HONESTY.

The Pope, in an Encyclical letter proclaiming St. Francis of Sales the patron saint of writers and journalists, has forbidden the use of half-truth as a polemical weapon. Honesty must be the watchword of writers, and they are to express their thought that readers may rejoice in the knowledge that they are being told the truth. This, as is well-known to all whose duty it is to give and to analyse the information upon which public opinion is based, is a counsel, not only of Christian virtue, but of professional wisdom. Whoever neglects it is a bad journalist as well as a bad Christian, for half-truth is a weapon which, though it seems at first sharp and effective, soon grows blunt in hand. That it may be temporarily effective none can deny. The Pope himself admits it. But its effect depends, not upon any power within itself, but upon the fact that it is mistaken for the truth. The mistake is swiftly discovered, the half-truth recognized. Those who have been deceived put on the armour of distrust, and it is a truism among propagandists that against this all weapons fail.

Yet there are in literature many examples of what might at first be regarded as the effective use of half-truth. Dickens did not write impartially of prisons; Dryden was not careful to give a balanced estimate of men with whom he was in political disagreement; Swift was no even-handed judge, Gilray a savage caricaturist, and Hogarth no quiet historian of the manners of his time. They presented their own side of a case in the full light of satirical genius. Their work is a passionate statement, not a judicial summing-up. Are they, then, to be accused of being dealers in half-truth? Is it to be pretended that impartiality would have added to their power? The answer is that they never flew false colours. They never invited those who received their work to consider it as a summary of evidence. As artist has a right to select because all the world knows that he is selecting; and to say, as is so often said of a satirist by his aggrieved opponents, that "he has not given the other side of the case," is but to repeat that he is a satirist. Half-truth is evil and useless when it masquerades as truth; but the world would be a dull place if all artists became judges.—Times.

THE ANCIENT PROFESSION OF DENTISTRY.

Dentistry, whose practitioners have adopted St. Apollonia as their patron, ranks among the oldest professions. In the Wellcome Historical Medical Museum there is a fine example of gold plated teeth once worn by an Egyptian, who got them from his dentist about 3,000 years ago. Herodotus says that the ancient Egyptians had special physicians, for diseases of the teeth, while Cicerio quotes a passage from the Twelve Tables, of laws of Rome, reproaching persons who eat with their teeth joined with gold. Martial, darting his shafts of satire against the fashionable dames whose gums were filled with "bought teeth" made of Indian horn—that is, ivory.

ONE MAN'S THREE SELVES.

THE MYSTERIES OF MULTIPLE PERSONALITY.

Is it possible for the body to be operated by more than one soul? This fascinating conception has been suggested in a novel form by Mr. Gerald Balfour, who, according to his brother, the Earl of Balfour, has advanced a very interesting theory on multiple personality.

Mr. Gerald Balfour (said the Earl in his latest Gifford lecture) considered that it was not necessary, or perhaps, even probable, that a particular organism should be the instrument of only one soul. Such a theory would appear to be supported by telepathic communication, regarding which, Lord Balfour said, "evidence proved conclusively that in certain rare cases what passed in one mind was known to another mind without that process of psychological interpretation which, in the ordinary, was the only method by which soul could communicate with soul."

MULTIPLE PERSONALITY.

Mr. Gerald Balfour has been for many years a leading member of the Society for Psychological Research, which, in the course of its proceedings, has devoted considerable attention to the subject of "Multiple Personality." A remarkable collection of evidence has been brought together by Dr. T. W. Mitchell who is now the president of the Society, and recorded in its proceedings.

A Daily News representative was shown recently in Part 16 of the Proceedings, Dr. Mitchell's account of a number of types of multiple personality, with evidence that two co-existing streams of consciousness may manifest themselves as two distinct personalities through one bodily organism.

The examples cited include the famous case of Mr. Hanna, who, after an accident, developed a new personality which had no knowledge of his former self.

But the old memories were not destroyed; they were only dissociated, and in the course of treatment the old self began to alternate with the new self. The old self when it reappeared was as ignorant of the new self as the new self was of the old self.

OLD SELF AND THE NEW.

"The only way to ensure the stability and permanence of the old self was to get it to synthesize with the new self, thus producing a third self which knew both the others. The third self was, however, different from the normal self which emerges as a third self in the synthesis of two selves which are each, but fragments of an original whole self. For in the Hanna case each self was a whole self, although one had a much fuller content, a much richer store of memories, than the other. And the third self instead of being the original self restored by the union of two halves, was the original self with the memories of the new self superadded."

STRANGE CASE OF "SALLY."

Dr. Mitchell also quotes the case of Miss Beauchamp, in whom two separate personalities alternated, but who, when the real Miss Beauchamp was reconstructed had memory for the whole lives of the two selves. These alternating personalities were known as B.I. and R.I.V. and then synthesized recently formed Miss B. But at the same time there existed a co-conscious personality known as "Sally." But as a fully formed personality "Sally" was never a part of the original Miss Beauchamp in the same sense that B.I. or R.I.V. was and when the reconstruction of the disintegrated self was to be brought about there was no room for "Sally" except "where she came from."

In some rare instances of multiple personality "we may get a large number of incomplete selves, some of which are so abortive as hardly to warrant the designation of 'selves at all' and Dr. Mitchell places King Louis V. in this category.

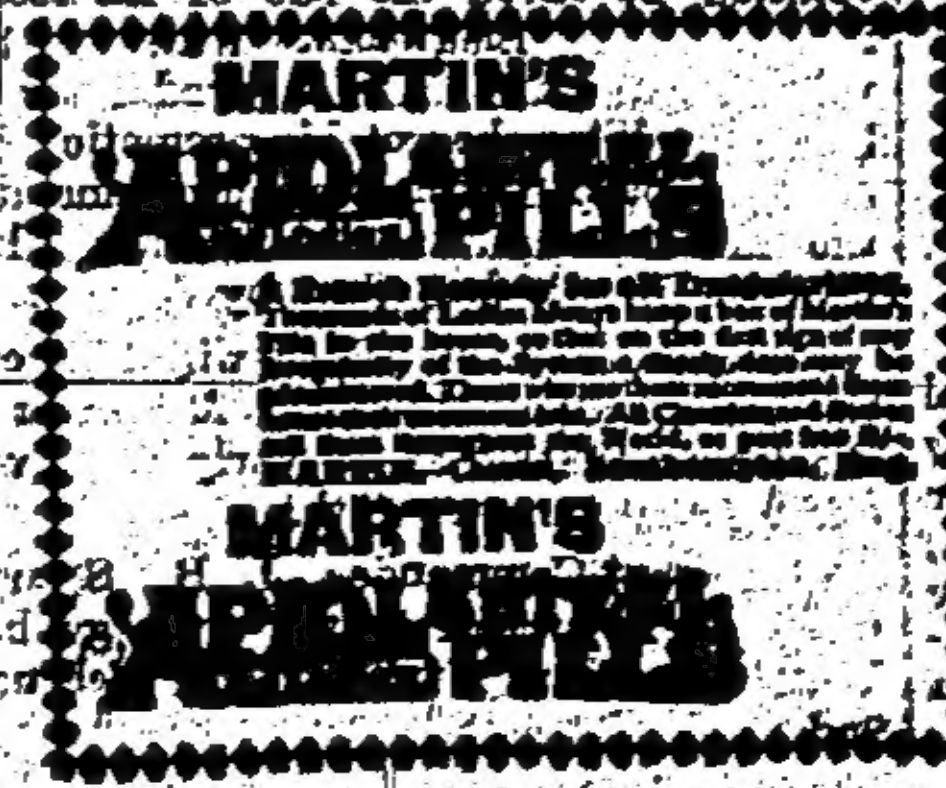


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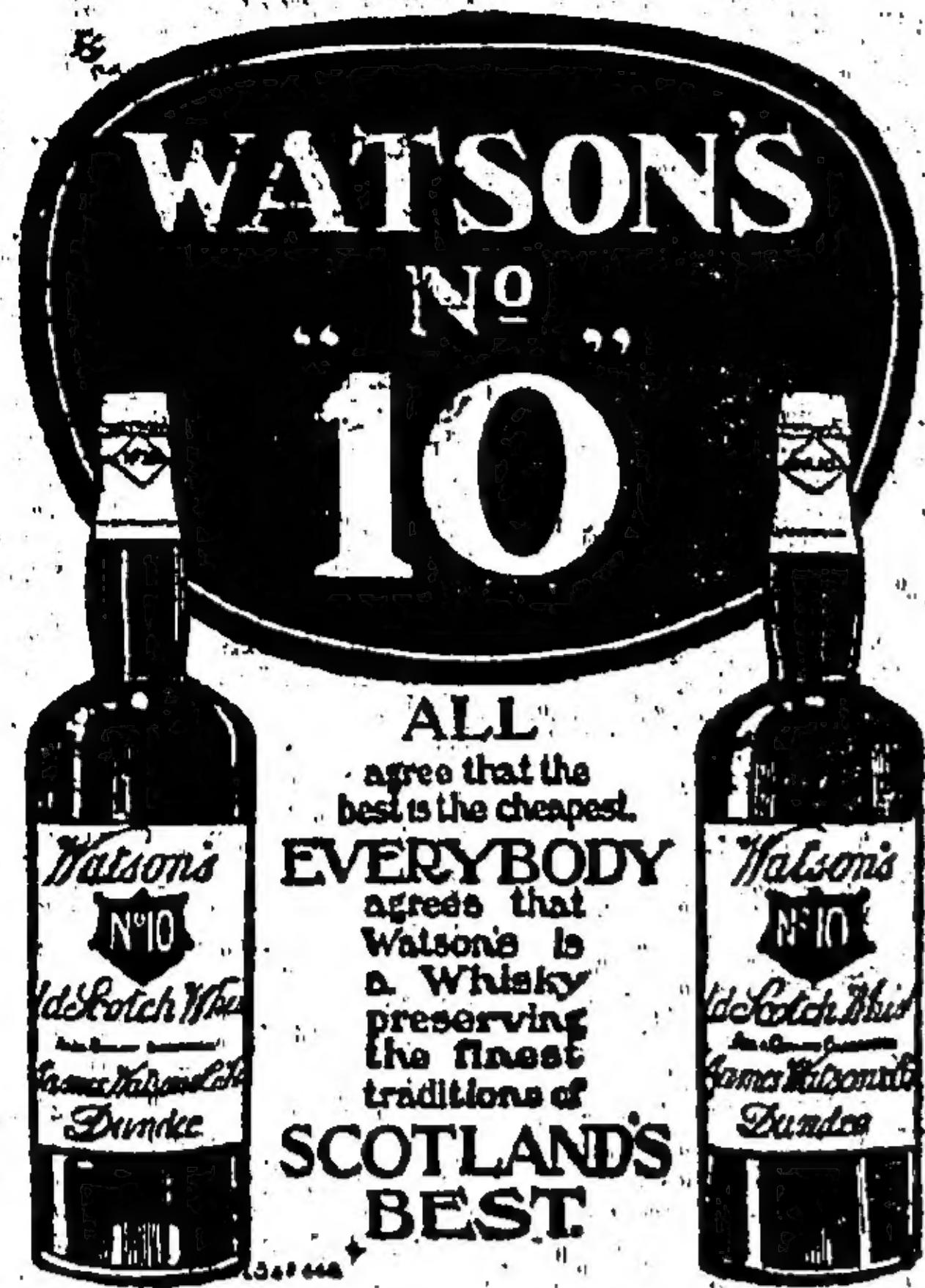
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M/S. "Kina" ...	15th April	17th May
M/S. "Malaya" ...	29th April	1st June
M/S. "Ballya" ...	16th May	20th June
M/S. "Panama" ...	4th June	8th July
M/S. "Australia" ...	1st July	7th August

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LEAGUE OF NATIONS.
ITS WORK IN 1933.

(BY A CORRESPONDENT IN THE "DAILY TELEGRAPH.")

While the Paris Conference just concluded has missed perhaps the greatest opportunity of making use of the machinery of the League of Nations in finding a settlement of the most disturbing question of international politics to-day, nevertheless the Governments there represented considered it wise on several occasions in 1933 to escape from deadlock through the League, which celebrates its third anniversary to-morrow.

The two outstanding examples of this are Upper Silesia and Austria, and in a smaller degree the British and French dispute over the French nationality decrees in Tunis and Morocco. Deadlock was reached in each case, reference to the League followed, and a basis for agreement was rapidly found by the Council. Tension between Great Britain and France over the division of Upper Silesia was great, but whatever criticism may be made of the League's solution, which, it must be borne in mind, had to be founded upon the principles laid down in the Versailles Treaty, it did in fact bury the bitterness of controversy between England and France, and allay the growing seriousness of the relations between Germany and Poland in Upper Silesia.

The question of the financial desperation of Austria was thrown forcibly upon the shoulders of the League, but, fortunately, this involved treating the problem on an international basis, which, unhappily, has not been the case with the German problem. Details of an elaborate plan were produced, and, although it would be unwise either to under estimate or be dependent about the difficulties that lie ahead, the first results of the actual operation of the scheme have been that already during the first three months the crown has been stabilised, the cost of living has been reduced, savings deposits have increased. In both these cases of Upper Silesia and Austria the Council had the advantage of the permanent technical and expert organisations of the League to advise it.

The other example of finding a way out of an impasse through the League is interesting for one or two reasons. The French nationality decrees in Tunis and Morocco, which, according to the British Government, involve certain British subjects, were fruitlessly discussed between the two Governments, and France declined all proposals to refer the matter to arbitration. The British Government, however, exercised its right to bring the matter before the League, and it was the first direct dispute between two Great Powers to be referred to the League. The advantage of this step was soon made manifest, for the Council decided to ask the Permanent Court of International Justice, which is meeting to-morrow, to consider the matter, and to give an advisory opinion as to whether the nationality decrees are matters which do or do not come within the domestic jurisdiction of France. The two Powers also agree in the Council that if the Court answers in the negative they will refer the matter to some form of arbitration.

The League's year has been notable for these events and for the first transaction of business by the Permanent Court of International Justice, several cases having been dealt with by the Court in 1933. On general lines the League has made considerable progress in strength, and it is only possible to indicate very briefly its wide field of work. It has undoubtedly saved the separate existence of Albania, it has dealt with a variety of frontier questions concerning the Central and South-Eastern States of Europe, and it has given greater precision to the procedure followed with regard to the protection of minorities placed under its supervision. It has advanced several stages in the production and codification of economic proposals for the reduction of armaments, and on this subject, as on many others, has collected a mass of statistical data of the utmost value and interest. It has been very active in health and humanitarian matters in Europe and the Near and Far East, and has been quickly pursuing studies of a technical kind which have an important bearing on many aspects of international life, but which are sometimes too technical to attract the attention which is their due. It is carrying on, for example, much light to its own mapped-out course, much of the financial, economic, and transit work left over from the League Conference. It is pushing forward steadily with matter like opium traffic and traffic in women and children, and one of the features of the year has been the friendly collaboration and in some instances the generous financial support of some of the non-members of the League in carrying on non-political business. America, Germany, and Russia have all participated, and some of the great American voluntary organisations have provided funds for several departments of the League's activities. It has lent its organisation to refugees work, and has continuously dealt with the administrative functions imposed upon it by the Peace Treaty provisions concerning Danzig and the Baltic.

It begins its third year with a busy January, in which the Council, the Temporary Mixed Commission on Armaments, the Opium Committee, the Health Committee, the Court, and the Permanent Advisory Commission on Armaments are all meeting.

There has, then, been a stride forward in a great many spheres of international co-operation, and by international co-operation is meant co-operation of the Governments, for the League of Nations is the Nations of the League, and not a committee of irresponsible cranks, as

(Continued on next column.)

SAFETY OF LIFE AT SEA.
"THE ONE SAFETY."

In the course of a discussion recently at the Royal Statistical Society, Sir Alan Addison, giving the views of shipowners, said that even when you have boats for all passengers on liner safety is not attained. The *Titanic* had seating accommodation for 1,778 people. There were 2,201 on board. The percentage of loss was 23. The *Empress of Ireland* had 1,468 persons on board, and a surplus seating accommodation of 400. The percentage of loss was 63. The *Lusitania* had 1,963 persons on board, and seating accommodation for 650 people surplus. The percentage of loss was 61. Thus you see in three ships, not very different in type, that the percentage of loss was less in the *Titanic*, which had far too few boats for all on board, than in either of the other two, which had a surplus. Then you come to the *Egypt*, which had very few people on board, 334, with seating accommodation for 550. The percentage of loss was 25. Surely these figures prove that having an abundance of boats tied on to the decks, which go down still tied to the decks, does not help to save life.

The one safety when you go to sea is to have a constant sense of insecurity in the mind of the commander and in the mind of the owner ashore. They have always to remember that their negligence will imperil the lives of all these people. If the commander or the shipowner is misled by any silly talk about unsinkable ships, or ships which can ram icebergs because they are so well regulated, then disasters will occur.

What is the naval practice? They do not have boats at all; they have plenty of handy buoyant apparatus that they can throw overboard, to which the men can cling, and hope help will come quickly. That we believe, is the best, possible chance—to have as many boats as you can get, quickly into the water, readily accessible. If you have more than that you hamper the launching of the boats and actually decrease the safety of the people on board.

The Admiralty have decided to allocate from its own estimates the £20,000 required annually to subsidize the development of a commercial airship service to the East and the Antipodes. The Treasury is taking objection to the decision.

Some of its critics obstinately and ignorantly proclaim. If there is to be criticism because the League has not undertaken certain political or economic tasks, it is not against a thing called the League that the criticism should be directed, but against the Governments who are the League.

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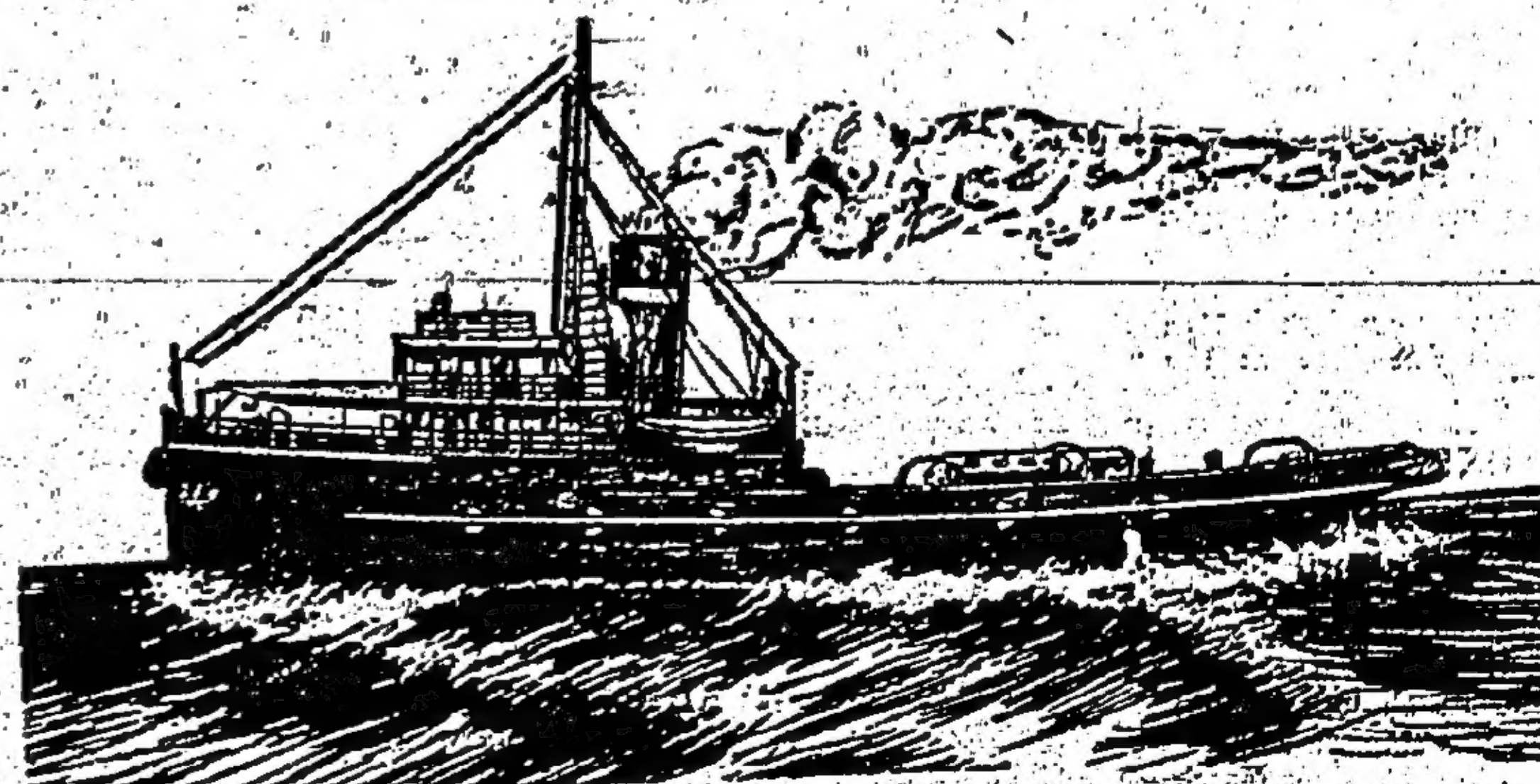
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"SIOLIA"	6,800	21st Apr.	Singapore, Penang, Colombo & Bombay
"KARMAIA"	9,000	2nd May	Marseilles, London & Antwerp
"KASHGAR"	9,000	18th May	do.
"NYANZA"	7,000	30th May	do.
"NOVARA"	6,350	13th June	do.
"DELTA"	6,097	27th June	do.
"MALWA"	10,941	11th July	do.
"DEVANHA"	8,094	25th July	do.

BRITISH INDIA - APCAR. SAILINGS

"TANDA"	6,956	3rd Apr.	Calcutta via Singapore & Penang.
"JANUS"	4,824	8th Apr.	Singapore, Penang & Calcutta.
"JAPAN"	6,000	11th Apr.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Apr.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Northampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"NANKIN"	7,000	13th Mar., 4 p.m.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	13th Mar.	Japan Direct.
"SOUHAN"	6,710	13th Mar.	Shanghai, Moji & Kobe.
"JAPAN"	6,000	13th Mar.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Baggage must carry their own Hotel expenses at Singapore while await in the carrying steamer.
First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the case of their P. & O. Steamers.

All Cables are fitted with Electric Fans free of charge.

Parole Messengers not more than 12 ft. x 12 ft. x 1 ft. will be received at the Company's Office up to 10 p.m. on the day previous to sailing.

For further information, Passage Fares, Freight, Handbooks, etc., apply to—

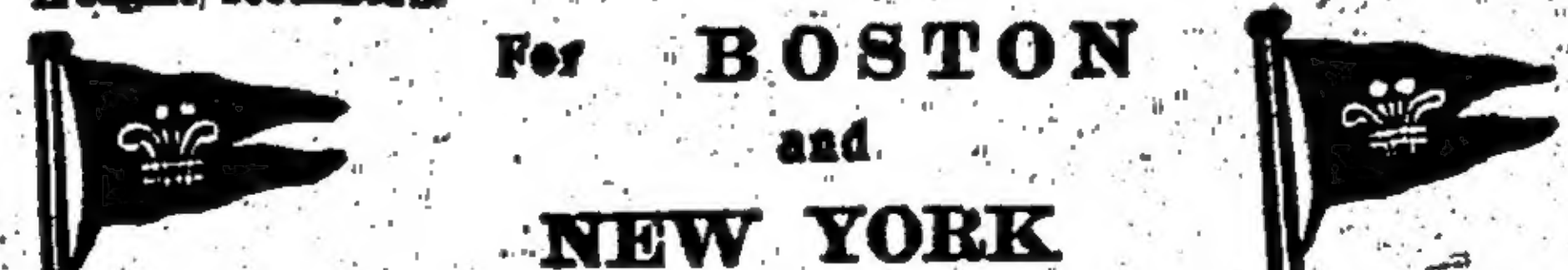
MACKINNON, MACKENZIE & CO.

3, Des Voeux Road, Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "CELTIC PRINCE" ... about 19th March.

S.S. "SLAVIO PRINCE" ... 21st March.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 5165. (Incorporated in Great Britain)

Telegrams (Furness) 81. St. George's Building.

O. S. K.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES.
Monthly direct service via Singapore and Port Said."PARIS MARU" (Taking Passengers) ... Saturday, 7th April.
"BUNDO" ... "RIO DE JANEIRO" ... "SANTOS" ... "DURBAN" ...
"CAPE TOWN" ... "HAIGON" & "SINGAPORE" ... "PASSENGER SERVICE" ...
"CANADIAN MARU" ... "REGULAR FORTNIGHTLY SERVICE VIA SINGAPORE" ..."FOMBA" & "COLOMBO" ... Tuesday, 13th Mar.
"PEKIN MARU" ... Monday, 19th Mar.
"ANDER MARU" ... Wednesday, 21st Mar."RAIGON, BANBROK & SINGAPORE" ... Regular monthly Passenger Service.
"KISHU MARU" ... Sunday, 1st April."CALCUTTA" ... Monthly Service via Singapore, Penang & Rangoon.
"MALAY MARU" ... Saturday, 13th April."VICTORIA, VANCOUVER, SEATTLE & TACOMA" ... via Hongkong and Japan Ports ... Taking cargo to OREGON PORTS U.S.A. & CANADA ... Passenger Service.
"ALABAMA MARU" ... Sunday, 18th Mar., 10 a.m."NEW YORK" via PANAMA ... Regular monthly service via Japan Ports, San Francisco, Panama and Colon.
"HAWANA MARU" ... Thursday, 29th Mar."JAPAN PORTS" ... Kobe & Yokohama ... Sunday, 25th Mar.
"AMAZON MARU" ... Sunday, 25th Mar."REHLUNG" via SWATOW & AMOY ... These Steamers have excellent accommodation for 1st and 2nd class passengers.
"KAGO MARU" ... Every Sunday, 10 a.m."AMAKURA MARU" ... Thursday, 16th Mar.
"TAKAO" via SWATOW & AMOY ... Thursday, 16th Mar.
"BORHU MARU" ... Thursday, 16th Mar.For sailing dates and further particulars please apply to—
Tel. Central No. 4082. K. RHINA, Manager.**C. N. C.**
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SWATOW, SHANGHAI & FUKOW	"KANCHOW"	On 13th Mar., 10 a.m.
SWATOW & BANGKOK	"KANCHOW"	On 13th Mar., Noon
SAITOW & AMOY	"KANCHOW"	On 13th Mar., 4 p.m.
MANILA	"KANCHOW"	On 13th Mar., 4 p.m.
AMOY & SHANGHAI	"KANCHOW"	On 14th Mar., 4 p.m.
NINGPO	"KANCHOW"	On 14th Mar., 4 p.m.
SWATOW & SHANGHAI	"KANCHOW"	On 14th Mar., 4 p.m.
HOIHOW & BANGKOK	"KANCHOW"	On 14th Mar., 4 p.m.
AMOY, MANILA, CEBU & ILOILO	"KANCHOW"	On 14th Mar., 4 p.m.
SHANGHAI & TSINGTAO	"KANCHOW"	On 14th Mar., 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"KANCHOW"	On 14th Mar., 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Fuzhou), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports
"CHANGHUA"	14th March	20th March, 3 p.m.

The Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of 1st Fresh Fruit, etc., and has spacious accommodation, with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried, and a Surgeon, who is also a qualified Dentist, is also carried.

For freight and passage apply to—
BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.

Telephone Central No. 24.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Dowry" ... Due Hongkong 16th Mar.

U.S.S. "Elkridge" ... Leave Hongkong 17th Mar.

U.S.S. "Elkridge" ... Due Hongkong 2nd Apr.

U.S.S. "Elkridge" ... Leave Hongkong 4th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND SINGAPORE.

U.S.S. "West Prospect" (to Manila only) ... Due Hongkong 23rd Mar.

U.S.S. "West Prospect" (to Manila only) ... Leave Hongkong 24th Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY,

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building, Phone Central No. 2008.

G. P. BRADFORD, Res. Agent.

PACIFIC MAIL STEAMSHIP CO.

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UNITED STATE SHIPPING BOARD

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TRANS-PACIFIC SERVICE.

Freight and Passengers.

AMERICAN STEAMERS.

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

Leaves Hongkong. Arrives San Francisco

S.S. "PRESIDENT TAFT" ... Mar. 14th ... April 5th

S.S. "PRESIDENT CLEVELAND" ... Mar. 29th ... April 20th

S.S. "PRESIDENT PIERCE" ... April 11th ... May 3rd

S.S. "PRESIDENT WILSON" ... April 25th ... May 17th

Sailing & Fare Subject to Change Without Notice.

*This Steamer proceeds Homeward via Manila and thence to Shanghai, Yokohama, Honolulu

SPECIAL THROUGH FARES

HONGKONG to EUROPE

via SAN FRANCISCO and NEW YORK

First Class throughout

LOAN EQUIVALENT OF £120-£112

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FIRST CLASS MINIMUM FARE BERTH TO SAN FRANCISCO

First Class Ball accommodations with stop-over privilege

SAN FRANCISCO TO NEW YORK

Accommodations any Atlantic Ocean Steamer.

HONGKONG-MANILA SERVICE.

Leaves Hongkong. Arrives Manila.

S.S. "PRESIDENT CLEVELAND" ... Mar. 19th ... April 5th

S.S. "PRESIDENT PIERCE" ... April 2nd ... April 18th

S.S. "PRESIDENT WILSON" ... April 16th ... April 18th

HONGKONG-CALCUTTA SERVICE.

Freight Only

FOR CALCUTTA VIA SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FIELDING" ... Mar. 20th

For full information regarding rates, space, etc., apply to

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141.

Canton Agents: REISS & CO.

